

BICYCLE

GOAL	B	Maintain and expand an integrated statewide network of on-road and off-road bicycle routes to provide a safe means of travel for commuting, recreation, and tourism in order to improve public health, and reduce auto congestion and dependency.
OBJECTIVES	B.1.a	Increase bicycle ridership.
	B.1.b	Complete Rhode Island portion of East Coast Greenway.
	B.1.c	Complete the 200 mile integrated statewide bicycle system as recommended in the Greenspace and Greenways Element of the state Guide Plan by 2020.
POLICIES	B.2.a	Maintain existing bicycle paths and on-street lanes in a clean, safe, and attractive condition.
	B.2.b	Expand the on and off-road bicycle network – prioritizing projects that provide links between bike paths, seamless connections to other modes, or have the potential to reduce automobile traffic. This includes provision of facilities such as bike racks, lockers, showers, etc.
	B.2.c	Encourage cities and towns to address bicycle transportation in comprehensive plans. Promote locally sponsored bicycle facilities which connect with and complement the state system.
	B.2.d	Adhere to the "bicycle tolerant" design philosophy in all highway reconstructions. Include experienced bicyclists in the design review process for both on and off road bicycle routes.
	B.2.e	Promote bicycling as a viable transportation choice for commuters, students, and tourists. Businesses receiving state funding for expansion should accommodate bicycle commuting by providing user facilities if safe and reasonable connections can be made to an existing bicycle route.
	B.2.f	Accommodate pedestrians, skateboards, non-motorized scooters, rollerblades/skates, strollers, motorized and non-motorized wheelchairs on off-road paths.
	B.2.g	Cooperate with public and private sector entities to promote and provide a resource for healthy recreation activities.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 57	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

BICYCLE

STRATEGIES	B.3.a	Design on-road bike lanes in urban areas with a minimum acceptable width to ensure bicyclist safety; include adequate striping, signage, and, where possible, physical barriers to separate bike lanes from motor vehicles and make them clearly visible to motorists.
	B.3.b	Install bike-parking facilities and cyclist amenities at public properties such as schools, community centers, libraries, and parking garages. Encourage businesses to do the same.
	B.3.c	Maintain bicycle paths and lanes free from debris and excess sand. Maintain surfaces, signage, striping, lighting, and drainage structures.
	B.3.d	Determine a safe and convenient means for providing bicycle access across the Pell, Jamestown, Mt. Hope, and Sakonnet River bridges.
	B.3.e	Develop a system of naming, route designation, and signage/markings for the statewide bikeway system. The system should be consistent with national standards and the system developed by the East Coast Greenway Alliance (as it applies to the Rhode Island segment of the East Coast Greenway) and done in conjunction with host communities that maintain paths.
	B.3.f	Republish the RIDOT "Guide to Cycling in the Ocean State" and a RI greenways or trails map on a periodic, continuing basis. Work with FHWA to allow designation of bike related businesses on the map, and in exchange, seek private sponsorship and maintenance of the path by the businesses.
	B.3.g	Continue to offer grants to local governments and non-profit groups for trail and greenway development under the National Recreational Trails Program administered by DEM.
	B.3.h	Develop a statewide trail plan, which inventories existing trails and provides a detailed trail development and maintenance program in support of the recommendations of the Greenspace and Greenways Plan.
	B.3.i	Utilize the Bicycle/Pedestrian Program of the TIP to help fund bike path and bike lane construction.
PERFORMANCE MEASURES	B.4.a	Increase mode share of bicycle commuters [included in "Other" as defined by US Census] from 1.0% to 1.2% in 2010 and 1.5% in 2020.
	B.4.b	Complete the RI portion of the East Coast Greenway (25 miles by 2010).
	B.4.c	Complete the 200 mile integrated statewide bicycle system as recommended in the Greenspace and Greenways Element of the state Guide Plan by 2020.

8/16/2004 p. 58	BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY
	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

DESIGN

GOAL	D	Strive for excellence in design of transportation projects to enhance safety, security, mobility, environmental stewardship, aesthetic quality, and community livability.
OBJECTIVES	D.1.a	Improve safety for all users. (See Safety Section)
	D.1.b	Improve mobility by designing roadways that accommodate pedestrians, cyclists, and the mobility impaired as well as vehicular travel.
	D.1.c	Improve air and water quality. (See Environmental Section)
	D.1.d	Improve appearance, community livability, and business viability.
POLICIES	D.2.a	Utilize context sensitive design solutions for roads and streets which respond to the environs in which they are located, while adhering to appropriate requirements for safety and capacity. These must be flexible to adapt to different situations and must consider bicycle and pedestrian accommodations where feasible.
	D.2.b	Emphasize effective and attractive signage that clearly conveys essential safety and directional information to travelers. Where appropriate, employ gateway signage to distinguish regions and themes and to provide increased identification for transportation facilities, business and civic centers, historic districts, institutions, tourist destinations, and natural features like rivers and watersheds.
	D.2.c	Enhance community livability and create inviting public spaces through traffic calming, pedestrian amenities, view corridors, and attractive landscaping, where appropriate.
	D.2.d	Manage vegetation in transportation rights-of-way for multiple objectives: safety, air and water quality, noise reduction, community aesthetics, and natural habitat values.
	D.2.e	Encourage communities to identify design objectives (including landscaping and aesthetic goals) for arterials, gateways, major intersections, and collector streets in local comprehensive plans, especially for designated scenic routes and connection to appropriate business areas..
	D.2.f	Consider environmental enhancements, noise reduction, and energy efficiency in facility design and construction.

BICYCLE		ECONOMIC DEVELOPMENT		ENVIRONMENT		FINANCE		INTERMODAL		PEDESTRIAN		SAFETY			
8/16/2004 p. 59		DESIGN		EMERGENCY RESPONSE		EQUITY		HIGHWAY		LAND USE AND CORRIDORS		PLANNING		TRANSIT	

DESIGN

STRATEGIES	D.3.a	Promote the development and management of transportation corridors as greenways, that have the appearance of parkways and boulevards.
	D.3.b	Encourage the retention and use of vegetated buffers to reduce stormwater runoff from highways and parking lots, lessen air quality impacts, and to serve as noise barriers along high-volume highways and rail corridors.
	D.3.c	Encourage communities to require the reservation of planting strips of sufficient width for street trees in plans for new streets and roads approved under local subdivision and land development review provisions.
	D.3.d	Redesign curb cuts and improve sidewalk conditions to facilitate movement of wheelchair-assisted travelers, particularly near transit stops. Insure compliance of "as built" conditions with ADA guidelines. Utilize the most effective crosswalk designs based on industry research.
	D.3.e	Work with communities to implement traffic-calming measures where appropriate to slow traffic speeds in built-up areas. Encourage participation of local residents in design of traffic calming measures which may include on-street parking, roundabouts, and restoration of two-way traffic on one-way streets.
	D.3.f	Continue to offer 50% participation when replacing overhead utility lines underground when highway construction requires their relocation in "Main Street" areas or other areas of economic or natural significance.
	D.3.g	Urban parking garages should have ground floor retail, and urban parking lots should have "liner" buildings with retail activities to create more walkable environments.
	D.3.h	Utilize Best Management Practices and most current design standards in all areas of design.
	D.3.i	Continue to offer opportunities for local governments and non-profit groups to implement non-traditional transportation projects through the transportation Enhancement program funded and administered by RIDOT.

BICYCLE		ECONOMIC DEVELOPMENT		ENVIRONMENT		FINANCE		INTERMODAL		PEDESTRIAN		SAFETY			
8/16/2004 p. 60		DESIGN		EMERGENCY RESPONSE		EQUITY		HIGHWAY		LAND USE AND CORRIDORS		PLANNING		TRANSIT	

ECONOMIC DEVELOPMENT | *employment, freight, downtown, and tourism*

GOAL	ED	Support a vigorous economy by facilitating the multi-modal movement of freight and passengers within Rhode Island and the northeast region.
OBJECTIVES	ED.1.a	Move people efficiently to and from work and school.
	ED.1.b	Move freight efficiently to, from, and within Rhode Island by all modes.
	ED.1.c	Revitalize and maintain economically healthy “street-centric” downtown areas and village centers.
	ED.1.d	Move tourists and conventioners efficiently to, from, and within Rhode Island, especially through public transportation.
POLICIES	ED.2.a	Proactively work with state agencies and other stakeholders to determine needs of employers, employees, un- and under-employed individuals, and students, and strive for transportation options that support full employment and educational opportunities.
	ED.2.b	Provide viable and affordable transportation options.
	ED.2.c	Support regional examination and planning of interstate transportation-related economic development issues.
	ED.2.d	Ensure that freight rail continues to serve the region. Join with other New England states in participating in decision-making on changes in regional rail service, such as changes in ownership, rate structure, maintenance of the network, and accommodating intercity passenger rail service.
	ED.2.e	Encourage provision of full transportation services and facilities at Quonset Davisville Port and Commerce Park including freight rail, highway, port, airport, transit, and commuter alternatives.
	ED.2.f	Use transportation to support economic development that takes place in existing built-up areas or on prime sites suitable for intensive development. Transportation investments should support both intra and interstate regional economic development opportunities. Examples are development of prime industrial sites in Cranston and East Providence; Warwick's proposed mixed-use center near the airport; and the Blackstone Valley in a way that preserves its historic and natural character.
	ED.2.g	Use transportation investments to support community economic development including village centers, “Main Streets”, central business districts, and brownfields.
	ED.2.h	Utilize transportation investments to support tourism, one of the state's most important industries. Strengthen linkages between the Providence metropolitan center, air and rail terminals, and tourist attractions in Newport, South County, and the Blackstone Valley.
	ED.2.i	Recognize Narragansett Bay as a critical waterway and transportation asset for fuel transport and other freight.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 61	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

ECONOMIC DEVELOPMENT | *employment, freight, downtown, and tourism*

STRATEGIES	ED.3.a	Develop transportation strategies to implement welfare-to-work goals, as a cooperative effort among the Department of Human Services, the Department of Labor and Training, RIEDC, RIPTA, RIDOT, and the Statewide Planning Program. Utilize existing resources where feasible.
	ED.3.b	Encourage dialogue with private businesses to design innovative transportation strategies that will help low-income residents and individuals who do not own cars access employment, particularly jobs in suburban areas.
	ED.3.c	Determine the needed transit, ridesharing, and bicycle/pedestrian facilities and services for the increased number of commuters. Provide these facilities and services, so as to maximize the efficiency of the transportation system.
	ED.3.d	Continue transportation initiatives that enable low income workers and job seekers to access job opportunities and achieve economic independence.
	ED.3.e	Expand the Access to Jobs/Reverse Commute Program to include additional municipalities and welfare populations. Increased funding and program expansion will help ensure that additional unemployed populations experiencing transportation difficulties benefit from access to the program.
	ED.3.f	Investigate HUD's "Bridges to Work" model to involve employers in provision of transportation for low-income employees.
	ED.3.g	Incorporate additional state agencies as partners in addressing transportation inequities in job access. The Department of Labor and Training and the Rhode Island Economic Development Corporation should be included in discussions with transportation agencies.
	ED.3.h	Provide incentives for employers to offer transportation to low-income employees lacking reliable transportation options. An incentive-based program for suburban employers who offer transportation for low-income urban residents could increase the likelihood that urban residents can access and maintain well-paying jobs.
	ED.3.i	Consider options for car-sharing programs or car purchase assistance for low-income populations [North Carolina, Tennessee, and New Jersey have experimented with programs to help low-income families purchase vehicles].
	ED.3.j	Continue to evaluate a full interchange at Route 4 / Interstate 95, and complete the Relocated Route 403 to support the full development of Quonset Davisville. Construct a new interchange subject to successful outcome of environmental and TIP processes.
	ED.3.k	Complete the Freight Rail Improvement Project (Third Track) and clearance program. Support bridge clearance programs in other states that open up new markets for freight rail. Work with RIDOT, AMTRAK and P&W Railroad to establish reasonable freight charges on the AMTRAK main line, especially on sections of track added through the FRIP.
	ED.3.l	Complete development of the Warwick Intermodal Rail Station, and institute rail shuttle service to provide a direct rail connection from Providence to T.F. Green State Airport and support revitalization of the adjacent Warwick Station District..
	ED.3.m	Study improved access to the Port of Providence from the Interstate system and rail improvements within the terminal area.
	ED.3.n	Use transportation system investments strategically to support the economic vitality of historic "Main Streets" and similar traditional village and business centers, as well as brownfields and mill villages.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 62	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

ECONOMIC DEVELOPMENT | *employment, freight, downtown, and tourism*

STRATEGIES (continued)	ED.3.o	Encourage cities and towns to regulate maximum as well as minimum number of parking spaces in their development regulations to give incentives to use alternative modes. Encourage shared parking where differences in peak hour demand allows.
	ED.3.p	Use the Transportation Enhancements Program funded and administered by RIDOT to encourage urban revitalization, such as "Main Street Rhode Island" restoration activities.
	ED.3.q	Continue to make traffic, construction, and lane closure information available on RIDOT's website.
	ED.3.r	Utilize signs, particularly at "gateway" locations, to direct tourists to key destination points. Work with regional and local tourism organizations.
	ED.3.s	Emphasize effective and attractive signage that clearly conveys essential safety and directional information to travelers. Where appropriate, employ gateway signage to distinguish regions and themes and to provide increased identification for transportation facilities, business and civic centers, historic districts, institutions, tourist destinations, and natural features like rivers and watersheds. Consider designating "scenic drives" throughout the state.
	ED.3.t	Encourage state financing assistance to developments in areas that are transit accessible.
	ED.3.u	Develop incentives to encourage employers to locate in older central city centers, where transit or other modes are available.
PERFORMANCE MEASURES	ED.4.a	Recruit one new college or university per year for 5 years for RIPTA's University Pass Program.
	ED.4.b	Freight [see Highway Performance Measures related to congestion and infrastructure condition].
	ED.4.c	Increase Providence – Newport ferry ridership (almost exclusively leisure/tourism trips) from 38,576 in 2003 by 3% per year.
	ED.4.d	Increase summer ridership on RIPTA Route 67 (Newport mansions). Set baseline when new farebox system is installed.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 63	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

EMERGENCY RESPONSE

GOAL	ER	Develop a transportation system that serves Rhode Islanders and the region in the event of natural disasters, accidents, and acts of terrorism in a manner that minimizes injury, loss of life, and disruption to the economy; facilitates evacuation of people; and allows emergency response and recovery activities to occur.
OBJECTIVES	ER.1.a	Provide a functional system of hurricane evacuation routes.
	ER.1.b	Provide functional diversion routes for Interstates and other major highways.
	ER.1.c	Provide uncongested routes to hospitals with emergency care facilities.
POLICIES	ER.2.a	Projects that serve a dual purpose (such as congestion relief and emergency response) should be given greater consideration than single purpose projects.
	ER.2.b	Invest transportation resources in infrastructure such as communications facilities that benefit the transportation system.
	ER.2.c	Continue to improve and enhance interstate communication and cooperation through the I-95 Corridor Coalition.
	ER.2.d	Employ prevention and mitigation strategies in design of new projects.
	ER.2.e	Coordinate with US Coast Guard and others in assessing safety risks of transporting potentially hazardous cargo on Narragansett Bay and throughout the state on other modes.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 64	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

EMERGENCY RESPONSE

STRATEGIES	ER.3.a	Project development should incorporate Best Management Practices and most recent design standards (such as blast-proofing, surveillance, hardening, seismic retrofitting, bicycle storage, jersey barrier breaks, traffic signal prioritization, fiber-optic cable installation in roadways, etc.)
	ER.3.b	Provide redundancy to key transportation routes and facilities where feasible (including ports, airports, and transit hubs). Improve diversionary roads and alternate facilities to function in the event of an emergency. [Diversionary routes for Interstates and other major highways were identified in 2003.] Update as necessary and identify network deficiencies including ITS infrastructure.
	ER.3.c	Identify, coordinate, and map hurricane evacuation routes for coastal communities.
	ER.3.d	Identify routes to hospital emergency facilities that are not functionally classified. If appropriate, amend the functional classification map to make roads eligible for federal funds.
	ER.3.e	Continue to implement RI Tactical Emergency Response Network (statewide communication system).
	ER.3.f	Continue to deploy ITS hardware as prescribed in "RhodeWAYS" and install fiber-optic cable conduit in all appropriate areas during highway reconstructions. Maintain and adhere to Incident Response Plan.
	ER.3.g	Revise TIP proposal evaluation criteria to incorporate homeland security and emergency response capabilities.
	ER.3.h	Prepare Evacuation Plan for Kennedy Plaza and identify site for alternate transit hub.
	ER.3.i	Require [or encourage] cities and towns to address homeland security and emergency response in the comprehensive planning process, and provide necessary guidance.
	ER.3.j	Utilize ITS and public transit to better manage travel during heavy snow and rain events.
PERFORMANCE MEASURES	ER.4.a	Hurricane evacuation routes posted on EMA and DOT website by 2006.
	ER.4.b	Improve incident clearance time on Interstate highways. Set baseline and target in 2005 when data becomes available.
	ER.4.c	All primary routes to hospitals with emergency care facilities should be functionally classified by 2006.
	ER.4.d	Primary routes to all hospitals with emergency care facilities should function at Level of Service C or better by 2015.

ENVIRONMENT | *air, water, energy, community livability*

GOAL	EN	Recognize, protect and enhance the quality of the state's environment and the livability of its communities through well-designed transportation projects and effective operation of the transportation system.
OBJECTIVES	EN.1.a	Improve air quality.
	EN.1.b	Manage stormwater runoff from roadways to improve quality of receiving waters.
	EN.1.c	Conserve energy.
	EN.1.d	Enhance community livability and visual quality.
POLICIES	EN.2.a	Reduce emissions of air pollutants and greenhouse gases from mobile sources, and conserve energy by reducing vehicles miles traveled; reducing the number of single occupant vehicle trips; promoting increased usage of high efficiency vehicle technologies; and retaining vegetated buffers.
	EN.2.b	Manage stormwater runoff from roadways and reduce pollutants through retrofit and maintenance of stormdrains, implementation of best management practices, retention of trees within rights-of-way to provide vegetated buffers for infiltration, limiting the use of de-icing chemicals (consistent with safety), and other approaches, especially within the watersheds of impaired waters and over groundwater aquifers.
	EN.2.c	Utilize transportation programs and projects to maintain and enhance environmental quality and community livability, by including features such as historic preservation, landscaping, and streetscaping to improve aesthetics, and contribute to water and air quality improvements.
	EN.2.d	Ensure that the transportation planning and project programming embrace the principles of environmental stewardship through measures to mitigate cumulative environmental impacts on affected communities. Utilize existing environmental data to estimate the additional burdens or benefits projects will have on air and water quality.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 66	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

ENVIRONMENT | *air, water, noise, energy, community livability*

STRATEGIES	EN.3.a	Reduce VMT's and SOV's through development and utilization of alternative travel modes (bus, rail, and ferry transit, bicycle, and pedestrian) and encouraging ride-sharing (carpools and vanpools).
	EN.3.b	Promote adoption of municipal land development provisions that require integration of bicycle and pedestrian facilities (bikeways, bike lanes, and bicycle user facilities; paths, sidewalks, trails) as part of development and redevelopment.
	EN.3.c	Retain and expand vegetated buffers and other landscape elements within transportation corridor rights of way and within private developments (especially those receiving public support) wherever possible to filter stormwater, improve air quality, act as a noise buffer, mitigate heat island effects, and improve the visual quality. (See related recommendations of the Urban Forest Element of the State Guide Plan.) Utilize BMP's in mowing to avoid erosion and according to plant and flower self-seeding seasons.
	EN.3.d	Manage highway runoff to improve water quality and maintain watershed integrity. To the extent possible, retain stormwater in the rights of way of state highways. Implement the six Phase II minimum requirements under the federal/state stormwater management programs. Fund and implement stormwater retrofits and best management practices in areas designated as priorities by DEM 303(d) list and where transportation corridors intersect bodies of water. Continue cooperation with DEM and the Coastal Resources Management Council (CRMC), and coordinate with municipalities on the design and construction of efficient and environmentally friendly stormwater drainage systems, including the construction of stormwater retrofit "best management practices" identified through DEM's TMDL Program. Ensure that maintenance of highway stormwater drainage systems (including street sweeping) is a funded priority. Explore opportunities to use stormwater for irrigation.
	EN.3.e	Continue to add alternative fuel technology vehicles to the state and local vehicle fleets. Encourage greater use of hybrid electric / gasoline vehicles that do not require special fueling stations. Continue to replace or upgrade older transit vehicles with clean fuel vehicles.
	EN.3.f	Support passage of legislation establishing a Vehicle Efficiency Incentive Program that provides rebates to purchasers of new fuel efficient vehicles, funded by fees charged to purchasers of inefficient vehicles.
	EN.3.g	Effectively use Intelligent Transportation System technologies to reduce recurring and non-recurring congestion and thereby reducing idling emissions. Electrify major truck stops to provide shore power to vehicles during mandated rest periods. Support controls on unnecessary idling of diesel trucks and buses.
	EN.3.h	Take prudent and cost effective measures to minimize noise pollution.
	EN.3.i	Continue to utilize the Transportation Enhancement and Congestion Mitigation / Air Quality Programs to fund projects.
	EN.3.j	Accelerate replacement of incandescent bulbs in traffic and pedestrian signals to Light Emitting Diodes (LED's)
	EN.3.k	Develop an improved motor vehicle registration system to provide accurate and current data for use in air quality analyses.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 67	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

ENVIRONMENT | *air, water, noise, energy, community livability*

PERFORMANCE MEASURES	EN.4.a	Mode split (as defined by US Census Journey to Work) Reduce "Drive Alone" from 80% in 2000 to 79% in 2010 and 78% in 2020. Increase "Carpool" from 10.4% in 2000 to 10.6% in 2010 and 10.9% in 2020. Increase "Walk or Work at Home" from 6.1% in 2000 to 6.4% in 2010 and 6.6% in 2020. Increase "Other" [includes bicycle] from 1.0% in 2000 to 1.2% in 2010 and 1.5% in 2020.
	EN.4.b	Transit ridership (see Transit section).
	EN.4.c	Meet maintenance objectives for volatile organic compounds (VOC) and nitrogen oxides (NOX) by 2007, and attain all other National Ambient Air Quality Standards (NAAQS) by 2017.
	EN.4.d	Reduce Greenhouse Gas emissions to 1990 levels by 2010 and to 90% of 1990 levels by 2020 consistent with New England Governors and Eastern Canadian Premiers pact.
	EN.4.e	Attainment of goals established for water bodies in RIDEM's 303d report.
	EN.4.f	Reduce gallons of gasoline purchased from 400,000,000 gallons in 2002 to 379,000,000 gallons (1990 level) in 2010 and 341,000,000 (10% below 1990 level) in 2020.

EQUITY

GOAL	EQ	Ensure that the transportation system equitably serves all Rhode Islanders regardless of race, ethnic origin, income, age, mobility impairment, or geographic location.
OBJECTIVES	EQ.1.a	Provide equitable access to transportation services.
	EQ.1.b	Provide equitable distribution of transportation projects and improvements.
POLICIES	EQ.2.a	Proactively work with state agencies and other stakeholders to determine needs of underrepresented population, and strive for transportation options that encourage independency.
	EQ.2.b	Ensure that transportation projects do not place disproportionate adverse environmental or other impacts on any community or population group.
	EQ.2.c	Avoid displacement or loss of transportation services to populations of concern. Work to improve transit and other transportation services which directly benefit low income, minority, elderly, and disabled populations.
STRATEGIES	EQ.3.a	Allocate resources through the Transportation Improvement Program to provide equitable service outcomes to all populations. Analyze location of TIP projects to ensure that various geographic areas and minority areas receive a fair number of projects.
	EQ.3.b	Give the public better information on transportation modes, such as the availability of different modes, the services provided, how they are accessed, and their costs, through all media on a continuous basis. Seek ways to communicate with various ethnic groups. Emphasize public transportation, and include services for disabled people.
	EQ.3.c	Provide technical and financial assistance where feasible to private, non-profit, highly specialized transportation operators serving needs of severely handicapped persons.
PERFORMANCE MEASURES	EQ.4.a	Increase percentage of Family Independence Program (FIP) recipients residing within ¼ mile of fixed transit route from 91% in 2000 to 92% in 2010 and 93% in 2020.
	EQ.4.b	Maintain transportation spending levels and number of projects in minority and low-income census tracts at or above the percentage of that minority. [For example, in 2000, 8.9% of RI's population was Hispanic. Fifty –five census tracts contained greater than the state average of Hispanics. Transportation spending and number of projects in those 55 tracts should equal or exceed 8.9% in TIP categories of Enhancements, Highway, Pavement Management, and Bicycle/Pedestrian.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 69	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

FINANCE

GOAL	F	Provide a sustainable financial base for the transportation system that is adequate for supporting needed infrastructure and services with an emphasis on preservation and management of the existing system.
OBJECTIVES	F.1.a	Increase transportation funding
	F.1.b	Reduce level of transportation bonding
	F.1.c	Provide long term and sustainable financing for RIPTA
	F.1.d	Ensure responsible project programming and spending
	F.1.e	Maintain sound accounting practices
POLICIES	F.2.a	Continue to develop additional financing sources and mechanisms for major projects, including joint development opportunities.
	F.2.b	Allocate existing user fees to transportation uses and explore new user fees.
	F.2.c	Phase out the use of general obligation bonds to match federal funds. Repayment of bond debt is a burden on transportation resources. Projects and programs should be funded on a pay-as-you-go basis except for large projects with a long useful life.
	F.2.d	Support RIPTA with a long term dedicated and sustainable funded program to maintain and improve bus, trolley, and ferry service.
	F.2.e	Clarify and publicize the priorities for transportation investments and procedures for allocation of funds.
	F.2.f	Ensure that commitments to existing (approved) projects are met before initiating major new projects which require substantial new funding commitments (except under extraordinary circumstances).
	F.2.g	Provide RIDOT and RIPTA with the necessary resources to track revenues, expenditures, cost increases, contracts, etc. and report periodically to the Transportation Advisory Committee.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 70	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

FINANCE

STRATEGIES

F.3.a	Convert, when fiscally prudent, the remaining auto user fees into a transportation fund. This includes motor vehicle registration fees, driver's license fees, and inspection fees.
F.3.b	Continue increased allocation of gasoline tax revenues to RIPTA and RIDOT and maintain a tax level appropriate to support the transportation system's needs. In order to maintain purchasing power, index the gas tax to the inflation rate.
F.3.c	Consider tolls as another form of user fee where feasible. Study an automated cashless system of collection where toll facilities are or could be used. Also, study variable toll structures based on time of day and vehicle weights.
F.3.d	Use debt financing judiciously for major capital projects.
F.3.e	Utilize the new Rhode Island State Infrastructure Bank.
F.3.f	Consider Special Benefit Assessment Districts and Business Improvement Districts (BID). Property owners would be assessed for new highway improvements that support an area. This type of designation may require legislation.
F.3.g	Designate Transit Services Districts (TSD). Property owners would be assessed for transit service in lieu of creation of parking facilities in urban areas.
F.3.h	Allow Infrastructure Equity Contributions by abutters, also known as stakeholders' investments. Special "densification zoning" assists this undertaking.
F.3.i	Consider the use of dedicated sales taxes (such as was done for Depositors Economic Protection Corporation [DEPCO]) to reduce transportation bond indebtedness.
F.3.j	Phase out reliance on bonds to fund system preservation costs, by shifting to user fees and tax revenues.
F.3.k	Recognize that even allocation of all gasoline tax revenues (at the current level) will not be sufficient to meet RIDOT and RIPTA needs for operations, debt service, and match for federal capital funds. Different financing approaches should be considered, with the intent to reduce reliance on bonding and debt service.
F.3.l	Develop a fare structure for paratransit service, and charge a fare for all paratransit services. (At present, fares are charged only to Americans with Disabilities/ADA clients.) Give incentives to riders to use the less costly fixed-route bus system over paratransit services to meet their basic transportation needs where applicable. Charge an administrative fee for paratransit services to cover RIde administrative costs. In accordance with the amount of services consumed, continue to use FTA Elderly and Persons with Disabilities Funding Program to purchase vehicles for RIde Program.
F.3.m	Work to achieve RIPTA's target for transit revenues as a percentage of operating costs, and promote early accomplishment. RIPTA has set a goal (F.4.d) of recovering 35 percent of operating costs from farebox revenues.

BICYCLE

ECONOMIC
DEVELOPMENT

ENVIRONMENT

FINANCE

INTERMODAL

PEDESTRIAN

SAFETY

8/16/2004
p. 71

DESIGN

EMERGENCY
RESPONSE

EQUITY

HIGHWAY

LAND USE AND
CORRIDORS

PLANNING

TRANSIT

FINANCE

STRATEGIES (continued)	F.3.n	Quantify unfunded federal mandates, in particular ADA service, which is escalating each year.
	F.3.o	Work on development of a fare structure for human and educational services that purchase and/or provide transportation services in conjunction with their primary responsibilities.
	F.3.p	Establish a state-funded grant program for municipalities to help fund local road improvements (resurfacing and rehabilitation, sidewalks, bike routes, traffic calming, Safe Routes To School, etc.) Use a formula that includes factors such as road mileage, functional classification, and vehicle registrations.
	F.3.q	Continue to develop and distribute the biennial Transportation Improvement Program (TIP) using an extensive public involvement process. Periodically review and revise the TIP project selection criteria to support the goals and objectives of this plan. Amend the TIP as necessary pursuant to established procedures.
	F.3.r	Calculate and publicize the costs and benefits of major transportation investments.
	F.3.s	Select more projects that are lower in cost, faster to implement, and give more transportation performance for the dollar.
	F.3.t	Provide TIP status reports (including project and funding status) periodically to the Transportation Advisory Committee (TAC).
	F.3.u	Install an accounting system that can track all project costs, including design.
PERFORMANCE MEASURES	F.4.a	The transportation program should increase at least with inflation rate through 2025.
	F.4.b	Phase out biennial \$60 million general obligation bonds used to match federal funds by 2010.
	F.4.c	Project cost overruns should not exceed 10%.
	F.4.d	Increase RIPTA's fixed-route farebox recovery ratio until it reaches 35 percent. (Set baseline when new fareboxes are installed.)

HIGHWAY

GOAL	H	Maintain the highway and bridge network in a safe, attractive, and less congested condition to carry passenger vehicles, commercial vehicles, government vehicles, and transit vehicles, as well as bicycles and pedestrians. Recognize roadways as vital public spaces that accommodate travel, commerce, community activities, and utility infrastructure.
OBJECTIVES	H.1.a	Maintain infrastructure.
	H.1.b	Improve deficiencies.
	H.1.c	Minimize congestion.
	H.1.d	Manage growth in vehicular travel demand.
	H.1.e	Increase safety.
POLICIES	H.2.a	Give priority to preserving and managing the transportation system. Follow regularly scheduled programs of pavement and bridge management to prevent highway structures from premature deterioration, resulting in safety hazards and the need for more frequent and costly full rehabilitation or replacement.
	H.2.b	Address deficiencies in the transportation system (safety, condition, capacity, sidewalks, etc.).
	H.2.c	Minimize recurring and non-recurring congestion through increased use of other travel modes, effective incident management and access management, and traffic flow improvements.
	H.2.d	Encourage alternatives to single-occupant auto travel, such as transit, carpools, vanpools, and bicycle and pedestrian travel to help reduce vehicle-miles of travel, conserve energy, improve air quality, benefit the environment in other ways, and support the economy.
	H.2.e	Consider expansion of capacity on key regional transportation facilities where it is shown to be cost-effective and justified by long term system benefits, and following evaluation of alternate modes and community impacts.
	H.2.f	Continue support of RIDOT's Incident Management Program and Transportation Management Center (TMC). Aggressively implement Intelligent Transportation Systems to all limited access highways and appropriate state routes. Encourage private sector participation in deployment of hardware. Evaluate the effectiveness of the TMC before any major expansion is approved.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 73	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

HIGHWAY

STRATEGIES

H.3.a	Establish a regularly funded program to preserve the condition and safety of existing roads and bridges, drainage systems, and culverts, both state and local.
H.3.b	Regularly maintain highway-safety features such as signing, guardrails, lighting, striping, and pavement markings; and pedestrian facilities such as signals and crosswalks.
H.3.c	Replace the Sakonnet River Bridge, and complete Interstate 195 relocation (including the east-bound span of the Washington Bridge) as vital links in the Interstate and National Highway Systems.
H.3.d	Continue to evaluate a full interchange at Route 4 / Interstate 95 and complete the Relocated Route 403 to support the full development of Quonset Davisville. Construct a new interchange subject to successful outcome of environmental and TIP processes.
H.3.e	Provide necessary resources to strengthen enforcement of truck weight laws to reduce early deterioration of roads.
H.3.f	Continue to utilize pavement and bridge management systems
H.3.g	Continue RIDOT's bridge washing program to reduce bridge corrosion and maintain bridge life.
H.3.h	Keep up with repair and scheduled replacement of facilities, vehicles, and equipment.
H.3.i	Work with cities and towns to provide more visible signage (particularly at night) to identify major arterial routes. Signage identifying the main route is needed in addition to identification of major cross-streets.
H.3.j	Encourage communities to exert more control over development along arterials; for example, by combining access points where possible and eliminating duplicate curb cuts. Encourage circulation between adjacent commercial areas, especially large developments, that allow direct access between properties. Provide for model zoning to allow more home-based occupations.
H.3.k	Work with private employers to provide incentive programs (parking cash-out credits) for public transit usage, bicycle usage, carpooling, and other alternatives to single occupancy vehicle usage. Encourage private sector and government participation in EPA's Commuter Choice Leadership Initiative and Best Workplaces for Commuters.
H.3.l	Develop a program for state government, as a major employer leading by example, to encourage alternative modes. For example, the existing policy of providing free parking for state employees does not encourage transit use. Promote greater use of financial incentives, similar to those provided by the private sector. Develop a telecommuting policy as an option to reduce travel demand.
H.3.m	Establish safe satellite parking lots in conjunction with shuttle services to promote transit to special events, tourist attractions, and downtown areas. Provide commuter parking in prime commuting corridors and areas.
H.3.n	Integrate the State's Congestion Management and Air Quality planning process within the travel corridor planning process.
H.3.o	Give greater priority to implementing systems for the prioritization of traffic signals to reduce bus travel time in congested corridors.
H.3.p	Manage traffic incidents with the TMC's Incident Management Program.

BICYCLE

ECONOMIC
DEVELOPMENT

ENVIRONMENT

FINANCE

INTERMODAL

PEDESTRIAN

SAFETY

8/16/2004
p. 74

DESIGN

EMERGENCY
RESPONSE

EQUITY

HIGHWAY

LAND USE AND
CORRIDORS

PLANNING

TRANSIT

HIGHWAY

STRATEGIES (continued)

H.3.q	Promote lower volume highways as alternatives to high-volume routes (for example, I-295 instead of I-95, US-1 instead of RI-138 in southern Rhode Island), for long-distance trips and when destinations are reasonably accessible from the circumferential route. Should the navy determine that Burma Road is excess to their needs, study its potential to relieve congestion on Routes 114 and 138 consistent with the West Side Management Plan prepared by the Aquidneck Island Planning Commission.
H.3.r	Improve traffic flow and safety, through motorist information systems; parking enforcement; well-managed highway construction; and projects such as synchronized signals, left-turn lanes and signals, and reconfiguration of intersections. Trucking, school buses, and tourism are particularly sensitive to severe traffic congestion.
H.3.s	Manage traffic incidents (such as breakdowns, accidents, and disruption due to special events) which are a major cause of travel delay. Both rapid response to emergencies and restoration of normal flow are essential.
H.3.t	Begin planning to address current and potential future congestion on the Interstate system by evaluating alternatives – including mode shift potential for passengers and freight, capacity expansion options, and ITS enhancements. Congested conditions already exist on I-295 between Routes 6 and 37 and this roadway may also benefit from short-term solutions such as truck climbing lanes. Future congestion is a concern for the two-lane segment of I-95 from RI-4 south to the CT border.
H.3.u	Consider the role of signage readability and placement for congestion alleviation.
H.3.v	Give the public better information on transportation. Include educational and promotional materials. Institute user-friendly communication technologies for the traveling public, such as the “511” program. Continue to improve web sites.
H.3.w	Install automated stop announcements, passenger counters and vehicle location systems on transit vehicles and integrate it with visual readouts. Enhance and expand the use of ITS in the RIde Program, and continually improve RIPTA’s web site.
H.3.x	Mainstream the consideration of future ITS infrastructure needs in corridor studies and within the design phase of major reconstruction projects involving state arterials. Consider fiber optic cable conduit for all state roads when work is planned in TIP.
H.3.y	Reevaluate all aspects of parking. Consider changing policies that favor auto travel over alternative modes including provision of free or low cost parking by public entities, minimum parking space requirements for various activities, and tax treatment. Enforce handicapped parking regulations.
H.3.z	Consider modern roundabouts as a viable option in all intersection improvement projects.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 75	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

HIGHWAY

PERFORMANCE MEASURES

H.4.a	Maintain the Interstate and National Highway Systems at “good” or better pavement condition. Maintain other systems at “fair” or better condition.
H.4.b	Decrease percentage of NHS Bridge structural deficiencies from 21% to 15% in 2010 and 10% in 2025
H.4.c	Mode split: Reduce percentage of “Drive Alone” to work from 80% in 2000 to 79% in 2010 and 78% in 2020. [US Census]
H.4.d	Reduce incident clearance time on the interstate highways by 20% in 2010 and by 40% in 2020. Set baseline in 2005, when a full year of data is available.
H.4.e	Interstate highway system should operate at posted speed limits 80% of each 24 hour period.
H.4.f	Limit increase in travel time to work to 12% (25.2 minutes) between 2000 and 2010 and 12% (28.2 minutes) between 2010 and 2020. [Travel time increased 17.2% between 1990 and 2000 to 19.2 minutes.]
H.4.g	Reduce delay from 21 hours annually per person (in 2001) by 10% in 2015 and 20% in 2025.
H.4.h	Vehicle Miles Traveled: Annual growth limited to 1.5% (2.0% is the current projected growth rate used in model).
H.4.i	Refer to additional performance measures in the Safety section

BICYCLE

ECONOMIC
DEVELOPMENT

ENVIRONMENT

FINANCE

INTERMODAL

PEDESTRIAN

SAFETY

8/16/2004
p. 76

DESIGN

EMERGENCY
RESPONSE

EQUITY

HIGHWAY

LAND USE AND
CORRIDORS

PLANNING

TRANSIT

INTERMODAL

GOAL	I	Provide convenient intermodal facilities and services offering seamless connections for passengers and freight.
OBJECTIVES	I.1.a	Increase use of Park and Ride lots.
	I.1.b	Increase number of bicycles on buses.
	I.1.c	Increase number of bicycles on RIPTA ferries.
	I.1.d	Expand use of freight rail.
	I.1.e	Facilitate movement between modes.
POLICIES	I.2.a	Provide convenient and attractive intermodal connections for passengers between all modes, especially to encourage greater use of public transit and non-motorized transportation.
	I.2.b	Provide ample infrastructure for intermodal movement of freight to grow business and sustain residences at reasonable costs.
	I.2.c	Work with the private sector to improve intermodal connections.
	I.2.d	Improve coordination with the private sector in freight planning.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 77	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

INTERMODAL

STRATEGIES	I.3.a	Maintain and improve Kennedy Plaza (including Providence Station) as a major intermodal terminal to connect local bus service to intercity bus and rail, commuter rail, paratransit and taxi services, and pedestrian and bicycle routes.
	I.3.b	Continue existing commuter rail service to Providence through the Pilgrim Partnership. Extend Boston-Providence commuter rail service south in incremental steps to T.F. Green State Airport and Wickford Junction under a Phase I start-up service. Additional sites in Cranston, East Greenwich, Kingston, Pawtucket/Central Falls, Westerly, and West Davisville should be considered and evaluated based on demand, operations, infrastructure requirements, site availability, economic development opportunities, community support, and cost. Support extension of MBTA commuter service to Fall River. Study the use of the FRIP track for commuter rail use between Warwick and Providence, and possible use by Amtrak as a siding at Warwick Station.
	I.3.c	Consider additional "mini transit hubs" (similar to Pawtucket and Newport) at the Pastore Complex, Quonset Davisville, all state airports, and at other appropriate locations.
	I.3.d	Maintain and improve connections and amenities at existing terminals, including Point Street Landing, Block Island (Old and New Harbor) Newport Gateway, the Port of Galilee, Kingston Station, Westerly Station, and Woonsocket Depot.
	I.3.e	Maintain, improve, and expand network of Park and Ride lots.
	I.3.f	Utilize existing ferry docks and landings (Point Street, Waterplace Park, Galilee, Block Island, Newport Gateway, Fort Adams, Quonset Davisville, Bristol, Portsmouth, Prudence Island, East Greenwich) to their full potential and add new facilities as demand warrants in East Providence, Warwick (Rocky Point), and other Bay communities. Locate docking facilities for various water transportation modes in Newport. Accommodate high-speed ferry, other ferry services, cruise ship docking, harbor shuttles, and other tourist water services.
	I.3.g	Overcome regulatory barriers to providing RIPTA service to rail stations and Park and Ride lots in Attleboro and Franklin, MA, and Stonington, CT. Enhance RIPTA bus service to Rhode Island train stations.
	I.3.h	Promote bike/bus/train intermodal connections; for example, by marketing the availability of bike racks on RIPTA buses and by providing bicycle facilities at major intermodal centers.
	I.3.i	Work with Amtrak, private ferry service operators, and the travel industry to develop streamlined procedures for carrying bicycles on trains and ferries, and to provide integrated route and schedule information and reservation services oriented toward touring bicyclists.
	I.3.j	Through RIPTA, provide information on all forms of transportation available to the public regardless of mode. Information should include how to access services, costs (if known), and where tickets may be purchased. Provide travel training and information to help passengers (e.g., elderly, disabled individuals) access and use the fixed-route system and other transportation services.
	I.3.k	Encourage private employers to provide shuttle service to intermodal facilities.
	I.3.l	Preserve sufficient acreage along freight rail lines and at key freight terminals (including Port of Providence, Quonset Davisville, T.F. Green, and Port of Galilee to accommodate intermodal transfers.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 78	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

INTERMODAL

STRATEGIES (continued)	I.3.m	Study improved access to the Port of Providence from the Interstate system and rail improvements within the terminal area.
	I.3.n	Coordinate and support efforts to consolidate baggage and passenger security screening for multi-modal trips where feasible.
	I.3.o	Integrate and pursue the recommendations from the following studies: Rail Corridor Study, Waterborne Passenger Transportation Study, Aquidneck Island West Side Transportation Guide Plan and Passenger Rail / Bike Path Study, RIPTA study on coordination of fixed-route and paratransit services, South County Commuter Rail Study, and Commercial Vehicle Parking Needs Study.
PERFORMANCE MEASURES	I.4.a	Increase use of Park and Ride lots from a system-wide average of 30% in 2002 by 3% per year. Note: Park and Ride lots are also used by individuals who are carpooling. They are not used strictly by bus passengers.
	I.4.b	Maintain 100% of bus fleet with bike racks.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 79	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

LAND USE AND TRAVEL CORRIDORS

GOAL	LU	Continue to integrate land use and transportation planning using a travel corridor framework and promote responsible development practices in the public and private sectors.
OBJECTIVES	LU.1.a	Emphasize growth in existing or planned centers of development
	LU.1.b	Preserve open space, scenic corridors, and viewsheds
	LU.1.c	Preserve functionality of transportation corridors
	LU.1.d	Reserve land for transportation use
POLICIES	LU.2.a	Achieve more concentrated development patterns, emphasizing growth in existing urban places -- older cities and their downtowns, historic town centers, and other built-up areas. Promote higher housing densities and greater mix of land uses, within the limits of basic compatibility. Support and stimulate this development pattern with multi-modal transportation investments and other essential services.
	LU.2.b	Support the preservation of open space within transportation corridors to maintain the character of rural areas of the state, to protect critical resources, provide recreational opportunities, and enhance and reinvigorate urbanized areas.
	LU.2.c	Organize transportation planning in Rhode Island around a travel corridor framework. Encourage the state and cities and towns to work together to control land development along arterial highways so as to preserve their function, capacity, safety, and appearance. Coordinate land use and congestion management planning and strengthen the state's role in access management and corridor preservation through corridor plans developed in close cooperation with cities and towns.
	LU.2.d	Promote protection of property and rights of way to secure the long term transportation needs of the state.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 80	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

LAND USE AND TRAVEL CORRIDORS

STRATEGIES

LU.3.a	Utilize appropriate transportation investments to implement the goals and policies of the state's land use and transportation plans which seek to concentrate growth within or adjoining existing built-up areas, avoid urban sprawl, reduce air and water pollution, and encourage greater use of transit and other alternative modes of transportation. Work with state agencies, cities and towns, private interests, and citizens to: <ul style="list-style-type: none"> • Target transportation system investments, and provide other incentives to encourage the concentration of growth within “growth centers” such as transit-oriented developments which have, or are planned to have, services and infrastructure necessary to support intensive development, and are planned for well-designed, higher density, mixed use, transit and pedestrian-friendly land uses; • Make it a priority to evaluate the effects of the existing property tax system on growth patterns and support revisions that will encourage growth and development within existing urban centers; • Provide leadership, incentives, and the information and technical training needed by communities to update the land use and transportation elements of their comprehensive plans and their land development, subdivision, and zoning regulations to attain more concentrated development patterns, where appropriate; and • Educate the public concerning the (transportation, environmental, energy-efficiency, service-cost savings, and other) benefits of more concentrated development, as compared to diffuse, low density “sprawl” patterns.
LU.3.b	Achieve more concentrated development patterns including infill and mixed use development, and higher residential and employment densities near transit stops. It is desirable to have schools, libraries, parks, and other public services within walking distance of residential areas and town centers.
LU.3.c	Work with affected communities to plan for and mitigate growth impacts accompanying expansion of commuter rail service to South County and Fall River. Investigate Transit Oriented Development and other land management strategies to accommodate growth.
LU.3.d	Give special attention to assure that housing and social facilities are located in developed areas and designed to be accessible and friendly to pedestrians and transit. This issue is particularly important in the siting of housing for low income, elderly and/or disabled households.
LU.3.e	Use State economic development programs and incentives to encourage major employers, particularly those which employ urban populations, to locate in transit-accessible, urban areas. Major developments should encourage the use of alternative transportation modes.
LU.3.f	Encourage communities to adopt subdivision and land development regulations that provide flexibility in local street design to facilitate compact development patterns and minimize the land area devoted to roadways and parking. Advance municipal understanding of and reliance upon technical guidance available from the American Planning Association, Center for Watershed Protection, and other national sources aimed at the integration of modern model standards requiring compact development into local development codes.
LU.3.g	Develop criteria to measure municipal performance on development of a balanced transportation system, and offer incentives (higher priority for state grants, better match ratio, etc.) for communities whose planning, zoning, and land development programs and local capital investments demonstrate a commitment and progress towards increasing the modal balance of their local transportation systems.

8/16/2004 p. 81	BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY
	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

LAND USE AND TRAVEL CORRIDORS

STRATEGIES (continued)

LU.3.h	Support the preservation of open space and rural character, and the creation of greenways called for in the state's Greenspace and Greenways Plan, and in local comprehensive plans. Encourage pursuit of open space priorities of regional and watershed greenspace plans via incorporation of appropriate strategies in municipal comprehensive plans and other local actions. Preserve agricultural land through various zoning techniques and property acquisition. Continue the partnership among federal, state, local and private agencies and groups to provide funding for open space preservation and greenway creation.
LU.3.i	Work with cities and towns on their comprehensive plans and their land development, subdivision, and zoning regulations to support the preservation of open space and rural character, and promote the creation of greenways.
LU.3.j	Maintain vegetated buffers along Interstate Corridors, especially in rural areas.
LU.3.k	Organize transportation planning in Rhode Island around a travel corridor planning approach. Work with regional planning commissions and municipalities to insure that local comprehensive plans incorporate, and become consistent with, recommendations of the corridor plan(s). Corridor planning will enable transportation planning to go beyond the municipal boundaries.
LU.3.l	Continue the scenic roadways program. Work with communities to adopt land management requirements that preserve the character and scenic resources within the corridors of designated scenic roads.
LU.3.m	Recognizing that transportation and land uses are intrinsically intertwined so that one cannot be planned for properly without the other, undertake as part of transportation corridor planning coordinated, cooperative, and proactive land use/land management planning effort by the State and city and towns located in transportation corridors.
LU.3.n	Utilize various Access Management techniques to improve traffic flow and safety on arterials. Techniques include limited curb cuts, combined driveways, frontage roads, and access from rear or side streets.
LU.3.o	Require developers to pay for highway improvements where increased traffic from new development degrades traffic flow or intersection level of service. Consider adopting legislation similar to Massachusetts.
LU.3.p	Preserve state-owned land located within and adjacent to roadway ROW's for use as vegetated buffers (with multiple benefits), future roadway improvements, and to preserve the functionality of the corridor.
LU.3.q	Acquire and preserve active and abandoned rail rights-of-way for future transportation use. These include the Pontiac Secondary, the Newport Secondary, and others designated in the Freight Rail Plan. They can have multiple uses over the long term.
LU.3.r	Reserve vacant industrial land along freight rail lines for rail dependent uses. Reserve sufficient land for future terminals and intermodal facilities. Reserve waterfront land at the state's ports to meet future shipping and passenger transportation needs.
LU.3.s	Reserve airport land for aviation related development and/or expansion as identified in the State Airport System Plan. Avoid incompatible development around the airport that will constrain or hinder aviation. Communities located within close proximity to a state airport must adopt Airport Overlay Zoning provisions to ensure future compatibility.
LU.3.t	Preserve historically-significant transportation structures such as rail stations.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 82	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

LAND USE AND TRAVEL CORRIDORS

PERFORMANCE MEASURES	LU.4.a	Urbanized area (as defined by US Census) to increase no more than the rate of population growth in 2010 and 2020 (projected to be 2.5% in 2010 and 3.5% in 2020).
	LU.4.b	Complete one corridor study per year

	BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 83	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT	

PEDESTRIAN

GOAL	PE	Create and maintain safe and attractive walkable communities to encourage more walking trips, enhance transit usage, improve public health, and reduce auto congestion and dependency.
OBJECTIVES	PE.1.a	Improve walking environment.
	PE.1.b	Increase walking mode share.
POLICIES	PE.2.a	Elevate pedestrian transportation to a priority level. Every trip involves walking, making it the most pervasive form of transportation. According equal status to pedestrian transportation will require a fundamental change in the way state and local agencies do business. This will not be a quick change, but rather, an evolutionary process.
	PE.2.b	Ensure that all pedestrian facilities accommodate the needs of the physically challenged.
	PE.2.c	Recognize pedestrian planning considerations as a priority to be fully integrated in all transportation and land use planning processes.

BICYCLE		ECONOMIC DEVELOPMENT		ENVIRONMENT		FINANCE		INTERMODAL		PEDESTRIAN		SAFETY			
8/16/2004 p. 84		DESIGN		EMERGENCY RESPONSE		EQUITY		HIGHWAY		LAND USE AND CORRIDORS		PLANNING		TRANSIT	

PEDESTRIAN

STRATEGIES

PE.3.a	Dedicate at least \$1 million in TIP resources annually to sidewalk construction and rehabilitation, and develop a prioritization system for sidewalk projects to improve walkability.
PE.3.b	Encourage municipalities to address pedestrian needs through their comprehensive plans with an inventory of their walking infrastructure and prioritized list of new projects.
PE.3.c	Use the travel corridor process, and other channels to provide input on local and regional planning issues and initiatives to improve walking facilities. Offer technical assistance to cities and towns and other groups on detailed planning and design standards to effectively integrate pedestrian considerations into the development process.
PE.3.d	Ensure that transportation facility design, construction, and operational procedures respond to pedestrian travel needs and promote community walkability wherever possible, by the following steps: <ul style="list-style-type: none"> •Examine existing pedestrian facilities to determine that they meet current minimum standards. •Assess signal pedestrian cycles in light of the aging population to provide adequate timing for safe crossing. •Employ traffic calming strategies where warranted to enhance pedestrian safety. •Increase the width of existing sidewalks or relocate obstructions where obstructions reduce walking space, and reduce street pavement width where possible to reduce crossing length (neck-down).
PE.3.e	Encourage communities to promote walkability through their zoning and land development ordinances by zoning for a pedestrian scale of development, by including requirements and/or incentives for linking new development to adjoining developments via sidewalks or pathways and transit stops (as applicable), and limiting/reducing the number of driveways along a roadway to improve pedestrian safety.
PE.3.f	Provide sidewalks within school areas, and address pedestrian safety concerns in the site selection criteria for all new schools. In conjunction with local planning amid public works departments, initiate a pilot program to establish school trip safety committees.
PE.3.g	Continue to improve pedestrian crash data reporting including modifications to make the reporting form more suitable to computerized information systems. Develop a system for ongoing data reporting and distribution.
PE.3.h	Encourage private sector developments (particularly where public funding participation is sought) to provide safe, accessible and convenient walking facilities to better accommodate pedestrians in highway-oriented commercial development.
PE.3.i	Cooperate with public health and education agencies to develop and disseminate information encouraging the public to walk more for transportation and recreation. Information to be provided should include: maps and signs showing the best walking routes to major destinations; traffic safety education, including pedestrian and bicycle safety principles and practices, for school-aged children aged 5-13, and information directed at parents on specific traffic risks children are subject to and steps to increase their safety.
PE.3.j	Integrate bicycling and walking options into new development and redevelopment.
PE.3.k	Give greater priority to traffic-calming and pedestrian features (such as street furniture) in community planning and development.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 85	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

PEDESTRIAN

STRATEGIES (continued)	PE.3.l	Ensure that state highway projects enhance opportunities for walking and bicycling wherever possible.
	PE.3.m	Target pedestrian and bicycling improvements in neighborhoods with significant low income and minority populations.
	PE.3.n	Include sidewalks in both directions and appropriate street crossing facilities for bus stop shelters.
	PE.3.o	Convert the west end of the old Jamestown Bridge to pedestrian and fishing use, or provide equivalent facilities elsewhere.
PERFORMANCE MEASURES	PE.4.a	Construct 2 miles of sidewalk per year; rehabilitate 20 miles of sidewalk per year; install 500 wheelchair ramps per year (through the Transportation Improvement Program).
	PE.4.b	Mode split (as defined by US Census Journey to Work) Increase "Walk or Work at Home" from 6.1% in 2000 to 6.4% in 2010 and 6.6% in 2020.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 86	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

PLANNING

GOAL	PL	Conduct a comprehensive, cooperative and continuing planning process that responds to public interests and concerns, strives to meet the needs of underserved communities, and fosters productive relationships with elected and appointed officials from all levels of government and the private sector.
OBJECTIVES	PL.1.a	Maintain federally certified transportation planning process.
	PL.1.b	Ensure that community comprehensive plans are consistent with the Transportation Plan and other State Guide Plan elements.
POLICIES	PL.2.a	Participate as necessary at the federal level in policy development and authorization legislation, and maintain good relationships with federal agency staff and Congressional delegation.
	PL.2.b	Continue integrating a regional perspective into the planning process for all aspects of the state's development across both functional and jurisdictional lines. Obtain a high level of official commitment to, and a high degree of public participation in, this process. Maintain contact with counterparts at various regional levels (North Atlantic, Northeast, New England, I-95 Corridor), especially through professional associations.
	PL.2.c	Support state planning efforts and maintain good working relationships with sister state agencies, quasi-public entities, higher education, and the General Assembly.
	PL.2.d	Improve and expand corridor level planning to ensure connections to land use planning and congestion management as well as coordination among local jurisdictions, regional planning agencies, neighboring MPO's and transit authorities.
	PL.2.e	Continue to work with cities, towns, and the Narragansett Indian Tribe, on their comprehensive plans; land development, subdivision, and zoning regulations; and design standards and guidelines to ensure consistency with and implementation of state policies and plans.
	PL.2.f	Support inclusive transportation planning and resource allocation processes that are accessible to, understood by, and constructively engage all population groups and interests in defining and addressing transportation needs.
	PL.2.g	Actively engage the private sector, interest groups, non-profits, and transportation providers in the planning process.
	PL.2.h	Periodically monitor plans and transportation system performance to assess progress made and identify deficiencies.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 87	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

PLANNING

STRATEGIES

PL.3.a	Work through Rhode Island's congressional delegation and professional associations (APA, NARC, AMPO, AASHTO) to participate in national policy deliberations regarding transportation.
PL.3.b	Continue addressing regional transportation issues, including high-speed rail, bus/rail/air connections, intercity bus, interstate transit/paratransit connections, and commuter rail service to Boston as well as to Connecticut locations. Support a "North-South Rail Link" in Boston to improve regional passenger rail connections. Work directly with other states to coordinate regional changes in freight/passenger rail service. Support bridge clearance projects in other states that open up new markets for freight rail.
PL.3.c	Integrate Rhode Island's transportation planning into the interstate regional transportation systems of New England and the northeastern United States, especially through the I-95 Corridor Coalition and other regional associations.
PL.3.d	Provide adequate staffing and training in the transportation section of the Statewide Planning Program to conduct the federally mandated planning process.
PL.3.e	Maintain planning tools, such as RI Geographic Information Systems, and the travel demand model with latest software applications and data. Share data among RIPTA, RIDOT, the Statewide Planning Program, and others.
PL.3.f	Continue staff support to the State Planning Council, the Technical Committee, the Transportation Advisory Committee, and the Growth Planning Council. Participate on other committees (such as ITS, Accessible Transportation, T2, etc.) as necessary and as resources allow.
PL.3.g	Compress the time between planning and implementation of transportation projects, so they are completed when needed and perform proactive, not just reactive, functions. Institute procedures to streamline the review process as projects go forward to design and construction.
PL.3.h	Coordinate transportation planning with other Metropolitan Planning Organizations (MPO's) and regional planning entities such as the Aquidneck Island Planning Commission, Blackstone Valley Corridor Commission, and Washington County Planning Commission.
PL.3.i	Enhance corridor planning efforts with scenario development and alternatives analysis using RI Geographic Information System (RIGIS) and the state travel model.
PL.3.j	Work with municipalities to insure that local comprehensive plans incorporate, and become consistent with, the recommendations of the Corridor plan(s) for which they are a component. Corridor planning will enable transportation planning to go beyond the municipal boundaries.
PL.3.k	Provide assistance to regional planning agencies, communities, and non-profits in the form of pass-through funding to enable their participation in cooperative planning efforts and corridor planning studies.
PL.3.l	Maintain current standards and guidance for comprehensive plans to ensure that all pertinent elements and modes of the transportation system are addressed and that municipalities are planning a balanced transportation system.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 88	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

PLANNING

STRATEGIES (continued)	PL.3.m	Support the University of Rhode Island Transportation Center (URITC) and the Technology Transfer Center efforts in disseminating information to local public works departments.
	PL.3.n	Continue to evaluate and improve the transportation planning processes' outreach measures to attain greater inclusiveness and accessibility for all population groups and interests.
	PL.3.o	Educate local planning boards and the public concerning the benefits of more concentrated development, as compared to diffuse, low density "sprawl" patterns (transportation, environmental, energy-efficiency, service-cost savings, and other).
	PL.3.p	Begin discussions and implement a pilot project to integrate education-based transportation programs with public systems to provide for more efficient and effective use of existing resources.
	PL.3.q	Institute outreach guidelines and processes to involve all Rhode Islanders (urban, suburban, rural) in the transportation planning process, giving particular emphasis to measures needed to engage lower-income residents, recent immigrants, and minority groups.
	PL.3.r	Provide updated guidance to cities and towns on circulation elements of local comprehensive plans.
	PL.3.s	Work with cities and towns to ensure that local transportation planning and project development reflects community needs.
	PL.3.t	Provide staff training in air quality, finance, modeling, context sensitive design, scenario planning, and other current planning topics.
	PL.3.u	Assess progress on performance measures and strategies as part of triennial updates of the Transportation Plan.
PERFORMANCE MEASURES	PL.4.a	Pass certification reviews by federal funding agencies in 2005, 2008, and 2011 (extent of a six-year reauthorization bill).
	PL.4.b	All cities and towns have state approved comprehensive plans by 2005.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 89	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

SAFETY

GOAL	S	Improve the safety of all transportation modes through education, enforcement, and engineering solutions.
OBJECTIVES	S.1.a	Reduce fatalities and serious injuries
	S.1.b	Reduce crashes
	S.1.c	Reduce bicycle and pedestrian injuries
	S.1.d	Increase seatbelt and motorcycle helmet use
POLICIES	S.2.a	Support educational efforts directed toward all population groups regarding safe use of all modes of transportation.
	S.2.b	Strengthen safety laws and programs and improve enforcement, including more stringent driver training, licensing, and re-licensing; seat belt and motorcycle helmet requirements; and drunk driving penalties.
	S.2.c	Improve the operating characteristics of the transportation system through safety improvements to the right of way including pavement, signage, signalization, lighting, sight distances, sidewalks, traffic calming, etc.
	S.2.d	Improve crash reporting system and data analysis.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 90	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

SAFETY

STRATEGIES	S.3.a	Improve the safety of all drivers (especially young and elderly) and passengers through driver education, alcohol awareness, and other safety education programs.
	S.3.b	Increase the safety of children in motor vehicles through education programs, and public awareness programs including alcohol awareness, the Department of Health's child safety seat checkups, and distribution of child safety seats.
	S.3.c	Expand pedestrian, pedalcycle and motorcycle safety educational efforts for all transportation system users.
	S.3.d	Develop "safe routes to schools" programs showing parents and children the safest routes for walking and biking to schools.
	S.3.e	Improve the safety of motorists, pedalcyclists, and pedestrians when operating/walking within the vicinity of trucks and buses through "share the road" education including commercial motor vehicle limitations and safe driving practices.
	S.3.f	Institute higher standards for driver licensing and license renewals, including graduated license for younger drivers. Consider reverse graduated licenses for older drivers.
	S.3.g	Strengthen highway safety laws and programs including stricter enforcement and penalties for unsafe vehicles, drunk driving and "road rage".
	S.3.h	Support the passage of a Rhode Island primary seatbelt law and increase seatbelt usage through public education and awareness programs such as "Click It or Ticket."
	S.3.i	Support the passage of a Rhode Island motorcycle helmet law and increase helmet usage through public education and awareness programs.
	S.3.j	Provide continuing in-service training to law enforcement personnel on changes in traffic laws, including laws pertaining to pedestrian and pedalcycle safety.
	S.3.k	Encourage communities to adopt and enforce snow removal ordinances to improve conditions of wintertime pedestrian and non-motorized travel.
	S.3.l	Improve transit rider safety both on and off of buses in order to maintain an atmosphere that ensures customer safety and well-being during all phases of transit operations. RIPTA should enforce control policies including removal of unruly passengers when appropriate.
	S.3.m	Improve highway lighting to increase safety and reduce roadway glare on high-volume roads and interchanges. Continue using "full cut-off" fixtures when replacing or erecting new lighting on state highways. Replace high-mast lighting in suburban areas with reduced glare lights. Design highway lighting systems and facilities to consider the needs of Rhode Island's aging population, and minimize environmental and aesthetic impacts on surrounding areas. Improve the safety of transit users, pedestrians and pedalcyclists in urban areas by providing and maintaining appropriate lighting.
	S.3.n	Improve crossing safety at, or eliminate, rail-highway grade crossings.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 91	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

SAFETY

STRATEGIES (continued)

S.3.o	Improve the safety of highway travel through the use of improved lane markings and highway edge marking including wider markings, retroreflective permanent raised pavement lane and edge markings, and edge grooving.
S.3.p	Improve the safety of roadsides through the use of clear zones, relocation of sign supports and traffic control devices, and use of breakaway sign, utility and light supports consistent with the character of the roadway.
S.3.q	Provide and maintain crosswalks, sidewalks, crossing signals, well defined pedalcycle lanes, and separate off-road trails to improve pedestrian and pedalcycle safety.
S.3.r	Continue to improve emergency response time to, the clearing of, and driver notification of, highway accidents in order to minimize traffic delays and secondary crashes.
S.3.s	Develop information on the problems senior adults face as pedestrians and drivers, and formulate strategies to improve their personal safety and mobility.
S.3.t	Follow best management practices to reduce red light running and improve safety at signal controlled intersections including LED lenses, black backplates, appropriate number and placement of signal heads, adequate warning for traffic lights, improved signal timing, coordinated signal systems, and removing unnecessary traffic signals.
S.3.u	Improve driver information through the use of standard signs and lettering, through the use of retroreflective signs, and through a replacement program for worn, damaged or missing signs. Signs should comply with Manual for Uniform Traffic Control Devices (MUTCD).
S.3.v	Improve worker safety and driver information and safety through the proper use of MUTCD standards in the setting up and operating of work zones.
S.3.w	Continue to expand and improve the crash reporting system by: <ul style="list-style-type: none"> •Using crash and traffic data to identify high-hazard intersections with the highest occurrences and rate of vehicular and pedestrian or pedalcycle crashes. •Investigating the expansion of the “Other” category in reporting the cause of collisions with non-motor vehicles. •Investigating the inclusion of collisions with pedestrians and pedalcycles in the reporting of collisions with non-motor vehicles.
S.3.x	Employ in appropriate settings traffic calming techniques such as narrowed lanes, speed tables, raised crosswalks, traffic roundabouts, and chicanes to reduce speed and enhance safety.

SAFETY

PERFORMANCE MEASURES

S.4.a	Reduce crash rate per 100 million Vehicle Miles Traveled (VMT) from 588 in 2001 to 470 in 2015 and 400 in 2025. [Note: Data collected by RI Department of Transportation (RIDOT).]
S.4.b	Reduce crash rate per 10,000 licensed drivers aged 75 and over from 60 in 2001 to 54 in 2015 and 49 in 2025. [Note: Data collected by RIDOT.]
S.4.c	Reduce number of fatalities (based on a 3 year average) from 81 in 2001 to 72 in 2015 and 66 in 2025. [Note: Data collected by RIDOT. Target is consistent with RI Department of Health (RIDOH) goal for 2010 and extrapolated to 2015.]
S.4.d	Reduce fatality rate per 100 million Vehicle Miles Traveled (VMT) from 0.90 in 2001 to 0.79 in 2015 and 0.65 in 2025. [Note: Data collected by RIDOT. National rate for 2002 is 1.50.]
S.4.e	Reduce number of alcohol related fatalities from 48 in 2001 to 35 in 2015 and 26 in 2025. [Note: Data collected by National Highway Traffic Safety Administration (NHTSA).]
S.4.f	Reduce alcohol related fatality rate per 100 million VMT from 0.60 in 2001 to 0.48 in 2015 and 0.40 in 2025. [Note: Data collected by NHTSA. National rate for 2002 is 0.61]
S.f.g	Reduce number of crashes involving commercial vehicles from 328 in 2003 to 297 in 2015 and 266 in 2025. [Note: Data collected by Federal Motor Carrier Safety Administration (FMCSA).]
S.4.h	Reduce the number of serious pedestrian injuries from 94 in 2001 to 88 in 2015 and 83 in 2025. [Note: "Serious" is defined as admitted to hospital. Data collected by RIDOH.]
S.4.i	Reduce the number of serious bicycle injuries from 80 in 2001 to 75 in 2015 and 71 in 2025. [Note: "Serious" is defined as admitted to hospital. Data collected by RIDOH.]
S.4.j	Increase seatbelt use from 74% in 2003 to 85% in 2015 and 92% in 2025. [Note: Data collected by RIDOT. Based on passage of RI Primary Seatbelt Law.]
S.4.k	Increase motorcycle helmet use to 98% in 2015 and 2025. Current data not available. [Note: Based on passage of RI Motorcycle Helmet Law.]

BICYCLE

ECONOMIC
DEVELOPMENT

ENVIRONMENT

FINANCE

INTERMODAL

PEDESTRIAN

SAFETY

8/16/2004
p. 93

DESIGN

EMERGENCY
RESPONSE

EQUITY

HIGHWAY

LAND USE AND
CORRIDORS

PLANNING

TRANSIT

TRANSIT

GOAL	T	Provide a safe, robust, and convenient network of buses, trains, and ferries with seamless intermodal connections, and encourage carpools and vanpools to increase access to employment and commerce, provide a viable means of transportation, improve the environment, and reduce auto congestion and dependency.
OBJECTIVES	T.1.a	Increase transit ridership.
	T.1.b	Increase carpooling and vanpooling.
	T.1.c	Maintain transit vehicles, equipment, and facilities.
POLICIES	T.2.a	Improve the present overall level of RIPTA Service. RIPTA is a public investment that is crucial to the economy, contributes to the fabric and strength of urban areas, provides a means of transportation for people who can not or choose not to drive (whether commuters, shoppers, low-income, elderly, students, disabled, or others), improves the environment, and conserves energy.
	T.2.b	Continue existing commuter rail service to Providence through the Pilgrim Partnership. Extend Boston-Providence commuter rail service south in incremental steps to T.F. Green State Airport and Wickford Junction under a Phase I start-up service. Additional sites in Cranston, East Greenwich, Kingston, Pawtucket/Central Falls, Westerly, and West Davisville should be considered and evaluated based on demand, operations, infrastructure requirements, site availability, economic development opportunities, community support, and cost. Support extension of MBTA commuter service to Fall River. Study the use of the FRIP track for commuter rail use between Warwick and Providence, and possible use by Amtrak as a siding at Warwick Station.
	T.2.c	Study growth impacts of new rail service and work with affected cities and towns to implement growth management measures in concert with extension of rail service. This includes areas of RI along the northeast corridor as well communities impacted by rail service outside the state (such as New London, CT; Fall River, MA; and Franklin, MA)
	T.2.d	Improve and expand water transportation between Providence, Newport, and other Bay communities. Rocky Point, Quonset Davisville, Bristol, Warren, Melville, East Greenwich, and other communities may be considered as future expansion opportunities.
	T.2.e	Adjust transit operations to the changing needs of a dynamic population -- the increasing proportion of elderly people, the large number of people with limited capability in English, the requirements that welfare recipients find work, the increasing number of disabled people seeking to travel, the number of students on evening schedules and the prospects for a twelve-month school year, and the dispersed location of many critical facilities and services. Consider routes, time of service, and other operational characteristics in selecting equipment. This is particularly important for low-income individuals, transitional housing or shelter residents, and the homeless.
	T.2.f	Market transit services conscientiously and efficiently to all segments of the public as a convenient and reliable alternative to the automobile. Make the transit system and intermodal connections user-friendly for all members of the riding public.
	T.2.g	Develop state policy on using the least-cost, most efficient mode of travel for state-funded programs (e.g., transit over paratransit with rates structured to give priority to transit usage, and service to the nearest service outlet). Provide that all agencies purchasing paratransit services contract with RIde and that social service agencies be located along transit routes.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 94	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

TRANSIT

POLICIES (continued)	T.2.h	Coordinate all state and municipal-funded transportation services, and consolidate operations where feasible. This includes fixed-route, paratransit, school districts, Head Start, temporary employment agencies, and human service agencies outside of the RIde system. There should be no fare-free service unless supported by a third-party payee.
STRATEGIES	T.3.a	Give RIPTA the responsibility of “mobility manager” in Rhode Island. Include transit, paratransit, park-and-ride lots, vanpools, carpools, and other shared-ride alternatives as options to the single-occupant automobile. RIPTA could be the “one-stop shop” for information on intercity bus and rail, commuter rail, water transportation, and supporting bicycle and pedestrian modes for tourism and recreational travel. Pursue means to tie the various modes more closely, including shared ticketing and trip chaining opportunities.
	T.3.b	Maintain an up-to-date bus system map and schedules showing transfer points to connecting lines. Consider publishing an electronic commuter guide (similar to CommuterRegister.com in Connecticut). Research insurance obstacles to affordable vanpool programs.
	T.3.c	Focus on comfort, convenience, and reliability when improving transit. Implement service that reduces overall door-to-door travel time. Integrate scheduling, including centralized dispatch for real-time dispatching capability, through a PC-based Global Positioning System (GPS) program. Integrate vehicle location systems for both fixed-route and paratransit, to enable timely intermodal connections. Improve the flow of data from transmittal of manifests to carriers, to actual data on trips provided and transmitted back to RIde from billing and statistical purposes. Automated data collection should provide for less manual effort at the driver level. Automate all transactions, including fare collection, through an automated data collection system and a fare media reader system. Review and institute where feasible a cash-less fare collection system.
	T.3.d	Provide fixed-route transit utilizing large buses in the urbanized areas of the state. For suburban areas, provide a mix of services including fixed routes, point deviation, demand-response, carpooling, vanpooling, etc. Private employers are encouraged to provide shuttle service to fixed route public transit.
	T.3.e	Improve the present overall level of RIPTA transit and demand response service and better integrate with fixed route service.
	T.3.f	Make public transit safe and convenient for all kinds of trips. Cleanliness, maintenance of lighting and signage, and graffiti removal are important in attracting and maintaining ridership.
	T.3.g	<p>Target specific travel markets for RIPTA's array of services.</p> <ul style="list-style-type: none"> •Continue and expand U Pass Program to colleges and universities. •Provide reverse-commuting options, utilizing various methodologies and models to enable urban low-income workers to access employment in the suburbs, including Massachusetts and Connecticut residents who work in Rhode Island. •Integrate RIPTA and human service agencies efforts with an enhanced and expanded ITS Senior Mobility Program, while ensuring sensitivity to clients' specialized needs. •Integrate transportation of students with public transit to avoid duplication of service. Establish contracts between RIPTA and school districts to provide transit services to students, particularly at the high school level (similar to the arrangement in the City of Providence).

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 95	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

TRANSIT

STRATEGIES (continued)

T.3.h	Purchase "low -floor" buses that have the potential for improving ingress/egress to buses without use of a wheelchair lift. This technology is less susceptible to technical malfunction and therefore provides more dependable service.
T.3.i	Explore and test new on-board vehicle communications technologies in Rhode Island for visually impaired passengers.
T.3.j	Improve public transportation to and between suburban communities. Circumferential transit routes and routes facilitating reverse commuting are essential to serve employers who are located in the suburbs and inner-city, lower-income people who need jobs.
T.3.k	Provide alternative modes of transportation for short-distance, high- traffic situations, perhaps including water taxi, light rail, streetcars, tramways, and bus rapid transit. Private operators are encouraged to provide such service. Design alternative transportation options for short-distance, high-volume traffic areas, especially when congestion, cost, and other obstacles constrain movement. Examples include links for major passenger terminals to destinations/attractions (e.g., Newport, downtown Providence, tourist areas).
T.3.l	Continually seek to improve the "on-time" performance of the transit system. Require drivers to check-in at stops. Revise schedules if times between stops are impractical or unattainable as a result of traffic or increased use.
T.3.m	Work with towns in suburban and rural areas to expand demand response and flex route systems to improve access by poor, elderly, and mobility-impaired residents to jobs, medical facilities, and social services.
T.3.n	Expand mid-day, evening, and weekend hours of all regular RIPTA routes. Use of vans or trolleys may help offset costs of operating large buses during off-peak times.
T.3.o	Expand RIPTA's trolley service into additional Providence neighborhoods as funding permits.
T.3.p	Coordinate transit hours of service with social service agencies, medical facilities, major employers, and supermarkets/shopping centers. Consider offering flexible alternatives for residents using transit for activities such as grocery shopping. Similar to flex service in other communities, provide a van to pick up passengers after they have completed grocery shopping.
T.3.q	Provide multilingual (Spanish and predominant Southeast Asian languages) printed transit information on buses, and at bus stops and businesses along bus routes.
T.3.r	Provide first-class customer service by RIPTA drivers to all transit users. Provide cultural competence and customer service training for RIPTA drivers and other customer care personnel. Require drivers to announce stops and route information. Provide comments cards for RIPTA customer feedback.
T.3.s	Assure that transit services consider the special needs of disabled and elderly customers and support the goal of independent living. Regularly inspect to insure the operability of lifts for handicapped accessibility on buses. Enforce restricted seating for elderly and handicapped riders.
T.3.t	Strive to make transit use affordable for low-income residents. Advertise existing programs that benefit economically disadvantaged residents. Develop more convenient options for Rite Care recipients to access free bus passes. Consider a transportation fund to assist income- eligible individuals with the cost of bus passes.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 96	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT

TRANSIT

STRATEGIES (continued)	T.3.u	Establish a regular review schedule for existing bus routes, using performance measures. Eliminate or modify poorly performing routes.
	T.3.v	Review all transportation services available in the state and address duplication of efforts, including equipment. Services include: fixed-route transit, Ride paratransit services, other paratransit operations (including municipal), school buses (including special education), Head Start, day care, and recreational programs.
	T.3.w	Reevaluate all aspects of parking. Expand alternative means of transportation to colleges and universities. Reduce the availability of free and/or low-cost parking available on or near campuses.
	T.3.x	Keep up with repair and scheduled replacement of buses, maintenance vehicles, terminals, and other equipment and facilities. Make needed safety improvements, and maintain cleanliness and attractive appearance. Give special attention to maintenance of specialized equipment such as wheelchair lifts, bus shelters, and signage for detours and special events.
	T.3.y	Recognize that transit operators represent assets with capacity to expand. Use their underutilized capabilities; and simplify access for users by building expanded services on existing operators, rather than creating new organizations.
	T.3.z	Encourage communities to promote walkability through their zoning and land development ordinances by zoning for a pedestrian scale of development, by including requirements and/or incentives for linking new development to adjoining developments via sidewalks or pathways and transit stops (as applicable), and limiting/reducing the number of driveways along a roadway to improve pedestrian safety.
PERFORMANCE MEASURES	T.4.a	Increase transit mode share of work trips from 2.5% in 2000 to 2.8% in 2010 and 3.0% in 2020. [US Census]
	T.4.b	Increase carpool mode share of work trips from 10.4% in 2000 to 10.6% in 2010 and 10.9% in 2020.
	T.4.c	Increase bus ridership from 19.1 million in 2000 to 19.5 million in 2010 and 20.0 million in 2020. [Note: Absorbs job growth from employment projections and achieves mode share. May need to re-establish baseline when new farebox system is installed.]
	T.4.d	Increase RIPTA's number of passengers per hour of fixed route service from 34.1 in 2003 to 35.0 in 2010. [Note: This may fluctuate with the provision of rural service.] Increase number of passengers per hour of Ride service from 3.01 by 3% per year.
	T.4.e	Increase the Mean Distance Between Failure (MDBF) of RIPTA's fleet from 3539 miles in 2003 to 3800 in 2010.
	T.4.f	Maintain 100% ADA compliance for transit system.
	T.4.g	Begin commuter rail service in Warwick and Wickford by 2007.

BICYCLE	ECONOMIC DEVELOPMENT	ENVIRONMENT	FINANCE	INTERMODAL	PEDESTRIAN	SAFETY	
8/16/2004 p. 97	DESIGN	EMERGENCY RESPONSE	EQUITY	HIGHWAY	LAND USE AND CORRIDORS	PLANNING	TRANSIT